

Spills to Water During Oil Transfers

Number of Spills: 41

Known Quantity Spilled: 29,467 Gallons

Source of Spill: Total - 41

Vessel: 36 involved

Tank: 10 at 17,999 gallons

Fishing: 15 at 3,836 gallons

Cargo: 3 at 1,103 gallons

Recreational: 1 at 100 gallons

Public: 6 at 1,916 gallons

Facility: 3 at 3,613 gallons

Vehicle: 2 at 900 gallons

Top Reasons for Spill

1. Human Error - 20 Times
2. Equipment failure - 7
3. Org/Management Failure - 3
4. Unknown - 10 (6 w/ Fishing Vsl)

1. Name of Vessel: NoHo Hele

Location: Ferndale

Date of Incident: 1/18/2005

Source: Vessel

Activity: Cargo Operations

Quantity Spilled: 416

Immediate Cause: Human Error

Source Type: Tank Barge

Type of Oil: Diesel Oil

Quantity Recovered: 92

Pre-Boomed: No

2. Name of Vessel: PB-20

Location: Ferndale

Date of Incident: 2/14/2005

Source: Vessel

Activity: Cargo Operations

Quantity Spilled: 109

Immediate Cause: Human Error

Source Type: Tank Barge

Type of Oil: IFO-380

Quantity Recovered: 103

Pre-Boomed: No

3. Name of Vessel: FOSS 248-P2*

Location: Central Puget Sound

Date of Incident: 12/30/2003

Source: Vessel

Activity: Cargo Operations

Quantity Spilled: 6000

Immediate Cause: Human Error

Source Type: Tank Barge

Type of Oil: Bunker Oil/HFO

Quantity Recovered: Unknown

Pre-Boomed: No

4. Name of Vessel: Unknown

Location: Sinclair Inlet

Date of Incident: 11/15/2003

Source: Facility

Activity: Fueling

Quantity Spilled: 90

Immediate Cause: Human Error

Source Type: Other

Type of Oil: Diesel Oil

Quantity Recovered: Unknown

Pre-Boomed:

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16. Name of Vessel: ENERGIZER

Location: Fidalgo Bay

Date of Incident: 3/15/2001

Source: Vessel

Activity: Cargo Operations

Quantity Spilled: 200

Immediate Cause: Equipment failure

Source Type: Tank Barge

Type of Oil: Gasoline

Quantity Recovered: Unknown

Pre-Boomed:

17. Name of Vessel: PRINCE WILLIAM SOUND

Location: SJDF West

Date of Incident: 1/29/2001 4:40:00 AM

Source: Vessel

Activity: Internal Transfer

Quantity Spilled: 504

Immediate Cause: Org/Mgmt Failure

Source Type: Tank Ship

Type of Oil: Crude Oil

Quantity Recovered: unknown

Pre-Boomed: Yes

18. Name of Vessel: Unknown

Location: Eatonville

Date of Incident: 1/25/2001

Source: Vehicle

Activity: Cargo Operations

Quantity Spilled: 500

Immediate Cause: Human Error

Source Type: Tank Truck

Type of Oil: Unknown

Quantity Recovered: Unknown

Pre-Boomed:

19. Name of Vessel: COASTAL MERCHANT*

Location: Lake Wash Ship Canal

Date of Incident: 1/3/2001 7:30:00 PM

Source: Vessel

Activity: Fueling

Quantity Spilled: 111

Immediate Cause: Human Error

Source Type: Fishing Vessel

Type of Oil: Diesel Oil

Quantity Recovered: 61

Pre-Boomed: Yes

20. Name of Vessel: RUBIN PEARL

Location: Commencement Bay

Date of Incident: 12/20/2000 10:18:00 PM

Source: Vessel

Activity: Fueling

Quantity Spilled: 103

Immediate Cause: Human Error

Source Type: Container/Cargo Ship

Type of Oil: Diesel Oil

Quantity Recovered: unknown

Pre-Boomed: No

21. Name of Vessel: SEA FISHER*

Location: Lake Wash Ship Canal

Quantity Spilled: 84
Immediate Cause: Unknown

Quantity Recovered: Unknown
Pre-Boomed: Yes

27. Name of Vessel: SUPER RUBIN*

Location: CR- Vancouver Channel

Date of Incident: 6/30/1999 1:10:00 AM

Source: Vessel

Source Type: Container/Cargo Ship

Activity: Fueling

Type of Oil: Diesel Oil

Quantity Spilled: 200

Quantity Recovered: 126

Immediate Cause: Human Error

Pre-Boomed: No

28. Name of Vessel: POLAR TEXAS

Location: Strait of Georgia

Date of Incident: 6/27/1999 1:55:00 PM

Source: Vessel

Source Type: Tank Ship

Activity: Cargo Operations

Type of Oil: Crude Oil

Quantity Spilled: 300

Quantity Recovered: unknown

Immediate Cause: External Conditions

Pre-Boomed: No

29. Name of Vessel: OCEAN PHOENIX

Location: Elliott Bay

Date of Incident: 5/11/1999 9:30:00 AM

Source: Vessel

Source Type: Fishing Vessel

Activity: Fueling

Type of Oil: Diesel Oil

Quantity Spilled: 60

Quantity Recovered: Unknown

Immediate Cause: Human Error

Pre-Boomed:

30. Name of Vessel: F/V Fleet

Location: Westport

Date of Incident: 1/19/2002

Source: Vessel

Source Type: Fishing Vessel

Activity: Internal Transfer

Type of Oil: Diesel Oil

Quantity Spilled: 50

Quantity Recovered: 40

Immediate Cause: Equipment failure

Pre-Boomed:

31. Name of Vessel: U.S. Navy, USS Fife

Location: Everett Harbor

Date of Incident: 5/9/2002

Source: Vessel

Source Type: Public Vessel

Activity: Fueling

Type of Oil: Diesel Oil

Quantity Spilled: 60

Quantity Recovered: 37

Immediate Cause: Equipment failure

Pre-Boomed: Yes

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| 32. Name of Vessel: U.S. Navy, USS Bridge | |
| Location: Port Townsend | |
| Date of Incident: 10/22/1999 | |
| Source: Vessel | Source Type: Public Vessel |
| Activity: Internal Transfer | Type of Oil: Diesel Oil |
| Quantity Spilled: 400 | Quantity Recovered: Unknown |
| Immediate Cause: Org/Mgmt Failure | Pre-Boomed: Yes |
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| 33. Name of Vessel: U.S. Navy, USS Juneau | |
| Location: Manchester | |
| Date of Incident: 6/8/1999 | |
| Source: Vessel | Source Type: Public Vessel |
| Activity: Fueling | Type of Oil: Diesel Oil |
| Quantity Spilled: 522 | Quantity Recovered: 300 |
| Immediate Cause: Human Error | Pre-Boomed: Yes |
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| 34. Name of Vessel: U.S. Navy, USS A. Lincoln | |
| Location: Everett Harbor | |
| Date of Incident: 1/5/1999 | |
| Source: Vessel | Source Type: Public Vessel |
| Activity: Internal Transfer | Type of Oil: Kerosene |
| Quantity Spilled: 800 | Quantity Recovered: 600 |
| Immediate Cause: Human Error | Pre-Boomed: |
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| 35. Name of Vessel: F/V St. Mary | |
| Location: Gig Harbor | |
| Date of Incident: 1/4/2002 | |
| Source: Vessel | Source Type: Fishing Vessel |
| Activity: | Type of Oil: Diesel Oil |
| Quantity Spilled: 250 | Quantity Recovered: Unknown |
| Immediate Cause: | Pre-Boomed: |
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| 36. Name of Vessel: Vessel High Seas | |
| Location: Port Madison Bay | |
| Date of Incident: 11/18/2001 | |
| Source: Vessel | Source Type: Recreational Vessel |
| Activity: | Type of Oil: Diesel Oil |
| Quantity Spilled: 100 | Quantity Recovered: Unknown |
| Immediate Cause: | Pre-Boomed: |
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| 37. Name of Vessel: F/V Blue Jay | |
| Location: Columbia River Estuary | |
| Date of Incident: 8/27/2001 | |
| Source: Vessel | Source Type: Fishing Vessel |
| Activity: | Type of Oil: Diesel Oil |

Quantity Spilled: 500
Immediate Cause:

Quantity Recovered: Unknown
Pre-Boomed:

38. Name of Vessel: F/V Glory
Location: Drayton Harbor
Date of Incident: 7/6/2001
Source: Vessel
Activity:
Quantity Spilled: 200
Immediate Cause:

Source Type: Fishing Vessel
Type of Oil: Diesel Oil
Quantity Recovered: Unknown
Pre-Boomed:

39. Name of Vessel: F/V Cleveland
Location: Elliott Bay
Date of Incident: 6/4/2001
Source: Vessel
Activity:
Quantity Spilled: 70
Immediate Cause:

Source Type: Fishing Vessel
Type of Oil: Diesel Oil
Quantity Recovered: Unknown
Pre-Boomed:

40. Name of Vessel: F/V Sea Lassie
Location: Lake Wash Ship Canal
Date of Incident: 5/3/2001
Source: Vessel
Activity:
Quantity Spilled: 150
Immediate Cause:

Source Type: Fishing Vessel
Type of Oil: Diesel Oil
Quantity Recovered: Unknown
Pre-Boomed:

41. Name of Vessel: F/V Dory Lynn
Location: Neah Bay
Date of Incident: 2/14/2000
Source: Vessel
Activity:
Quantity Spilled: 250
Immediate Cause:

Source Type: Fishing Vessel
Type of Oil: Diesel Oil
Quantity Recovered: Unknown
Pre-Boomed:

FOSS 248-P2 (berthed): Spilled about 4,700 gallons of heavy fuel oil (HFO) into the waters of Puget Sound. The 248-P2 was being loaded with HFO from the Chevron Products Company marine terminal at Point Wells, Washington. Probable cause of the spill was an error on the part of the Tanker man-PIC in balancing the flow of oil to the No. 1 starboard and No. 5 port tanks aboard the 248-P2, followed by a lapse in monitoring of the levels in the No. 1 starboard and No. 5 port tanks.

ITB Baltimore (berthed): Loading clean product at ARCO Refinery Cherry Point. While loading, ship was also discharging ballast water from #5 DB segregated ballast tank. The spill resulted from contamination of the ITBB's port segregated ballast double bottom tank by the contents of the port slop tank. Contamination occurred because of corrosion (pitting and eventually holing) of the steel plate that served as the boundary between the two tanks. Probable cause of the spill was inadequate monitoring of the port slop tank level, contrary to the C/M's cargo orders, which allowed contamination of the No. 5 port double bottom tank to go undetected before a spill occurred. Structural Failure- Failure of the tank coating at the bottom of the port slop tank subsequently allowed corrosion to hole the tank. Inattention - Inadequate inspection of the No. 5 double bottom segregated ballast tank for contamination.

Coastal Merchant (berthed): Spilled approximately 111 gallons of diesel oil into the Lake Washington Ship Canal, while moored at the Coastal Transportation Inc. facility, Seattle. Overfilling of a settling tank while bunkering. Immediate cause of the spill was: inattention - The overfill resulted from the Chief Engineer failing to adequately check the valve status and fuel piping system alignment prior to transfer.

Western Queen (berthed): Oil being transferred from #5 P& S tanks to #2 P & S tanks overflowed through the #2S tank vent. Shipyard crew noted spill as they returned from lunch break. Tanks were not sounded before or during the fuel transfer, instead oil was being metered from #5's to #2's. Per Incident Investigation: Immediate cause of the spill was as follows: Procedural. The existence of the sounding tubes on the ship's main deck was not documented in the ship's transfer system diagrams

Sea Fisher (berthed): New crew to vessel was bunkering for the first time after a recent transfer of ownership. Chief engineer misaligned valves at the manifold. He thought he was filling a day tank when fuel spewed from #4 fuel tank vent.

Super Ruben (anchored): Overflowed a diesel tank while receiving bunkers from the BARGE MEGHAN 102 in upper Vancouver, Washington, anchored on the Columbia River. Per Incident Summary: 50 to 750 gal. spilled, 106 to 294 gal. to water. The probable cause of the oil spill was the Second Engineer's failure to secure the diesel oil (DO) - Starboard tank valve before loading fuel oil.